

EXHIBIT O

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NOV 22 2014

INTERSTATE

COMMERCE COMMISSION

Before the

INTERSTATE COMMERCE COMMISSION

RECEIVED
COMMISSIONER OF REVENUE

NOV 22 2014

ADMINISTRATIVE DIVISION
R. AND REILLY

Finance Docket
No. 26253

FILE IN DOCKET

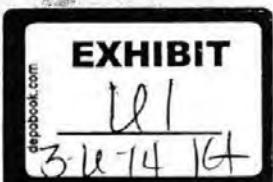
In the Matter of the Application of
the Missouri Pacific Railroad
Company under Section 1, Paragraphs (1B)-(1G), Inclusive, of
the Interstate Commerce Act, to
Acquire Approximately 45.43 Miles
of Tract in St. Francois, Madison,
Bollinger, and Cape Girardeau
Counties, Missouri.

AMENDED TO ORIGINATORS

JOHN H. HORNBLER
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Attorneys for Applicant

2000 Missouri Pacific Building
St. Louis, Missouri 63163

Carried to [unclear]



Before the
INTERSTATE COMMERCE COMMISSION

In the Matter of the Application of
the Missouri Pacific Railroad
Company under Section 1, Paragraphs (16)-(20), Inclusive, of
the Interstate Commerce Act, to
Abandon Approximately 65.62 Miles
of Track in St. Francois, Madison,
Bollinger, and Cape Girardeau
Counties, Missouri.

Finance Docket
No. 26353

RETURN TO QUESTIONNAIRE

Come now Missouri Pacific Railroad Company, applicant,
and presents this its return to questionnaire in conformity
with 49 C.F.R. 1131.9.

Question 1: Complete statement of the purpose of the application.

Answer: Applicant proposes to abandon a segment of its Charleston Subdivision approximately 65.62 miles in length, situated between milepost 78.36, at or near Bismarck, and milepost 141.98, at or near Whitewater, Missouri. The segment proposed to be abandoned is situated in St. Francois, Madison, Bollinger, and Cape Girardeau Counties, Missouri.

The purpose of the application is to obtain authority to take out of service a segment of track which for some time has produced little traffic and substantial losses notwithstanding applicant's deferral of a large amount of maintenance work. It is anticipated that the abandonment of the segment will relieve applicant, and interstate commerce, of the burden of large annual losses and of the necessity for making significant expenditures for rehabilitation.

Question 2: When, by whom, and for what purpose the line was constructed, and its proprietary history.

Answer: The portion of track sought to be abandoned is part of the Bismarck - Charleston, Missouri, Branch, which branch originally extended 16 miles beyond Charleston to Belmont, Missouri. The line between Bismarck and Belmont was completed in 1869 by the St. Louis and Iron Mountain Railroad Company for the purpose of reaching Columbus, Kentucky, by means of a car ferry across the Mississippi River. The portion of track between Charleston and Belmont was abandoned in the 1930's pursuant to your Commission's authorization in Finance Dockets Nos. 3618 and 12404.

Question 3: A copy of the applicant's general balance sheet of the latest date available, and a copy of the applicant's income account for each of the last five calendar years, and for that portion of the current year for which the information is available.

Answer: Attached as Exhibit A.

Question 4: The present state of maintenance of the line.

Answer: The line has approximately 17.5 miles of 75-pound rail with the balance being 90-pound rail. The 75-pound rail is old and worn and will require replacing with heavier rail in the foreseeable future. Approximately 35 miles of the line is ballasted with cinders and the remainder with tuff and rock ballast. Embankments require restoring to permit the retention of additional ballast which is needed. It is estimated that approximately 320 ties per mile need replacing on the line. There is an 894-foot tunnel on the line which restricts height of car and loading to 15 feet 4 inches. There are 67 bridges on the line totaling 4,366 feet, of which 1,833 feet are of timber construction, 2,461 feet of steel construction, and 98 feet of concrete.

Subsequent to 1959 when traffic decreased materially, on account of the closing of the National Lead Company mine and metal refining facilities at Fredricktown, maintenance of way expenditures were kept to a minimum to help reduce operating losses, and, as a result, deferred maintenance has accrued in a substantial amount.

In addition to correcting deferred maintenance, further expenditures for replacing the 75-pound rail with 90-pound rail, enlarging the tunnel and strengthening bridges would be required to place the line in a condition for present day normal operations. The cost of the work outlined above would be in excess of \$2-1/2 million.

Annual average cost of maintaining the line in the future after rehabilitation so that further deferred maintenance

would be avoided is estimated to be approximately \$104,000.

Question 5: The estimated salvage value of the line, with a general statement of the basis of the estimate.

Answer: The estimated salvage value of the line is \$515,126. This is based on applicant's accounting prices for materials recovered for future use, and on recent sales of materials sold in place on an "as is, where is" basis. Prices are subject to change at the time of sale.

Question 6: The names of all railroads with which the line connects for interchange of traffic and the points of such interchange.

Answer: The segment of line sought to be abandoned does not connect with any other railroad.

Question 7: A brief description of the present train service on the line, and of important changes made in the past five years.

Answer: The line is served by a local freight train six days per week. This train operates southbound out of Bismarck to Charleston and Sikeston on Mondays, Wednesdays, and Fridays and out of Sikeston, Missouri, through Charleston, to Bismarck northbound on Tuesdays, Thursdays, and Saturdays. There have been no important changes in this service during the past five years. There is no passenger service on the line.

Question 8: The names of all stations on the line, stated in order with zip/post numbers, with the approximate population of each, and the authority for the information, showing for each place the names of all other railroads by which it is served, or its distance by highway from the nearest other railroad. Distinguish non-agency stations.

<u>Station</u>	<u>Milepost</u>	<u>Population</u>	<u>Other Railroads Serving or Distance to Other Railroad</u>
DeLassus	86.94	154	Non-Agency
			Approximately 6 miles to Missouri-Illinois RR at Coopers, Missouri
Knob Lick	94.94	159	Non-Agency
			Approximately 17 miles to Missouri-Pacific RR at Coopers, Missouri
Fredericksburg	104.49	3,494	Agency
			Approximately 21 miles to Missouri-Pacific RR at Arcadia-Lexington, Missouri
Kingsland	115.66	292	Non-Agency
			Approximately 36 miles to Missouri-Pacific RR at Jackson, Missouri
Glen Allen	130.29	113	Non-Agency
			Approximately 37 miles to Missouri-Pacific RR at Jackson, Missouri
Lutesville	133.40	658	Agency
			Approximately 18 miles to Missouri-Pacific RR at Jackson, Missouri

Population figures are based on the 1940 census.

Question 9: The approximate population of the territory served by the line, explaining how the limits of this territory are defined.

Answer: The approximate population of the territory served by the line is 38,371. This figure was estimated by assuming an area 16 miles wide by 65.6 miles long on each side of the line, totaling 1,312 square miles with an average rural population of 15.4 persons per square mile; or a total of 33,314, to which was added the population of the towns on the line (5,057) for a total of 38,371.

Question 14: A detailed statement of the location and names of the highways available for movement of the traffic now handled by the line, and of the carrier-truck and bus service on such highways, if any.

Answer: Between Belmont and Delano the line proposed to be abandoned is roughly paralleled by County Route 5 and State Highway 31, which connect at Elvira, Missouri.

Between Delano and Fredericktown, the rail line is paralleled by U. S. Highway 67. The distance between the highway and railroad is approximately three miles at Delano and approximately five miles at Fredricktown. U. S. Highway 67 crosses the rail line at Fredericktown. Delano can be reached by County Routes E and H. It is located three miles south of U. S. Highway 67 at Farmington. Farmington is on County Route 20, which connects with U. S. Highway 67 approximately five miles east of the town. U. S. Highway 67, which runs from St. Louis via Butler Bluff to the south, intersects at Fredericktown with State Highway 31, an east-west highway running between Arcadia-Fronton and Jackson, Missouri.

County Route A is an east-west secondary road from U. S. Highway 67, west of Marquand, to State Highway 31, east of Marquand. Marquand is about nine miles from each of these major north-and-south routes.

State Highway 31 runs south from a point on the Mississippi River opposite Chester, Illinois, through south through Perryville, Kinsmen, and Lacledeville to its termination at an intersection with U. S. Highway 66, fourteen miles west of Denton, Missouri.

Glen Allen is situated just off of State Highway 34 on County Route 15, three miles northwest of Lutesville. State Highway 34 is an east-west route between Piedmont, Missouri, and U. S. Highway 66 on the west and Jackson on the east. It crosses the line proposed to be abandoned at Lutesville, which is also on this highway. It also intersects State Highway 51 one mile east of Lutesville at Marble Hill, Missouri.

Common-carrier truck lines serving the area are C.B.S. Truck Line, Morrison Truck Line, Tucker Truck Line, and Elfrink Truck Lines.

Common-carrier bus service is provided on U. S. Highway 67 and 72.

Question 11: The nature of the industries in the tributary territory (such as farming, mining, lumbering, manufacturing, etc.), how long established, and the extent to which each is dependent upon the line for transportation. State location and other facts concerning the most important plants served.

Answer: The area served is largely devoted to cattle grazing and agriculture. Large wooded areas remain and, though largely cut over, continue to produce some railroad ties and other timber products. Lead mining, which was once an important source of traffic, no longer contributes any tonnage to the line.

There are two track-served industries at Delaneus, a fertilizer mixing plant and a steel fabricating plant. These industries receive some inbound shipments, but outbound products are handled by truck. There is a small amount of traffic

originating and terminating on the team track at this station. Traffic now handled at Delassus could be trucked the six miles to and from Missouri-Illinois Railroad at Ogborn.

Fredericktown is the largest town on the line and in the past has been a shipping point for ore and concentrates. However, National Lead Company, the principal industry, no longer conducts mining and refining activities at this point. The cobalt, copper, and nickel refinery formerly operated for the U. S. Government by National Lead at Fredericktown has been sold and dismantled.

The present outbound movement from Fredericktown consists of low-revenue stone and rock. This traffic and such inbound tonnage as exists could be handled by truck at Arcadia-Ironton, Missouri, located on the Missouri Pacific, or from Flat River or Ogborn, Missouri, located on the Missouri-Illinois Railroad.

At Marquand there are two railroad tie yards, and a brush and crayon manufacturing company. The Marquand traffic could be handled by truck to Jackson, Missouri, a point on the Missouri Pacific.

Glen Allen traffic consists of timber products, principally outbound railroad ties and pallets which are trucked in for loading. This business could readily be handled the 22 miles by truck to Jackson, Missouri.

Lutesville has a feed and fertilizer plant and a liquified petroleum gas storage facility served by trackage. There is also some team track traffic at this station. The

Lutesville business could be handled by truck to and from Missouri Pacific tracks at Jackson, Missouri, a distance of approximately 19 miles.

Except for the two industries at Delessus which were established in recent years, the track-served industries have been established for many years.

In short, such business as exists is limited to a few points on this segment, and could be otherwise handled upon abandonment of this revenue-depleting line.

Question 12: The passenger traffic handled on the line in each of the last two calendar years, and for that part of the current year for which the information is available, giving separately the number of local and connecting-line passengers (if the latter designation is applicable) and the revenue from each class.

Answer: There has been no passenger traffic on this line for many years.

Question 13: The freight tonnage handled by the line for each of the last two calendar years, and for that part of the current year for which the information is available, showing the number of cars and the tonnage of carload freight, classified by principal commodities, and the tonnage of less-than-carload freight. Show in separate statements (a) local freight originated at and destined to points on the line, (b) freight moved between points on the line and points beyond it, and (c) freight neither originated at nor destined to points on the line (overhead or bridge traffic).

Answer:

- (a) There is no local freight originating at and destined to points on the line in question.
- (b) Freight moved between points on the line and beyond it:

Commodity No.	Commodity	1967		1968		1969		5 Mos. 1970	
		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
01	Farm Products	0	0	2	100	1	51	1	1
11	Coal	1	55	2	57	1	35	0	0
14	Nonmetallic Minerals	60	3,031	48	2,538	37	1,772	18	651
20	Food or Kindred Products	34	989	27	161	19	483	5	161
24	Lumber or Wood Products; ex- cept furniture	345	13,394	305	14,879	360	11,540	170	7,176
25	Furniture or Fixtures	1	7	0	0	0	0	0	0
26	Pulp, Paper or Related Prod- ucts	28	915	22	769	14	463	8	267
28	Chemicals or Allied Prod- ucts	95	5,591	74	4,112	50	3,197	33	1,849
29	Petroleum or Coal Products	18	1,126	28	1,656	18	1,217	12	621
32	Stone, Clay or Glass Products	0	0	2	22	15	526	3	143
33	Primary Metal Products	39	1,106	257	5,998	24	912	1	21
34	Fabricated Metal Products; ex- cept Ordnance	23	832	2	36	25	912	18	761
35	Machinery; ex- cept Electrical	4	103	6	186	1	10	1	14
36	Electrical Mach- inery or Equipment	1	10	0	0	2	61	1	9
40	Waste or Scrap Material	4	142	1	22	0	276	0	122
Total Carload									
Freight		651	27,303	761	30,994	475	21,530	272	12,105
Less-Than-Car- load Freight		0	0	0	0	0	0	0	0
Total Carload and									
Less-Than-Carload									
Freight		651	27,303	761	30,994	475	21,530	272	12,105

1/ Includes 245 carloads totaling 5,714 tons of non-recurring
pipeline construction material.

30,994
761
272
12,105

(c) Overhead or bridge traffic: Some traffic of this nature has been handled over the line in question (principally for operating convenience). A study of a four-month period indicated that there was an average of about 11 cars of this traffic handled per week. After abandonment, this traffic will be handled over applicant's lines via Poplar Bluff and Charleston, which provides a satisfactory alternate route for this traffic.

Question 4: (1) If the line to be abandoned is less than the entire mileage operated by the applicant, a statement showing the effect of the proposed abandonment on the net railway operating income of the applicant. The statement should include for each of the last two calendar years and for that part of the current year for which the information is available:

(a) The applicant's railway operating revenue from traffic handled locally between points on the line proposed to be abandoned.

Answer: No traffic was handled locally.

(b) The applicant's railway operating revenue from traffic originating on or destined to points on the line proposed to be abandoned and also handled on other parts of the applicant's lines of railroad.

Answer: Applicant's revenue from traffic originating on or destined to points on the line proposed to be abandoned and also handled on other parts of the applicant's lines of railroad was as follows:

					\$ mils.
	<u>1967</u>	<u>1968</u>	<u>1969^{1/}</u>	<u>1970</u>	<u>1971</u>
Freight					
(a) Branch	\$ 13,818	\$ 23,213	\$ 15,006	\$15,482	\$10,635
(b) Remainder of MoPac RR	<u>97,846</u>	<u>195,363</u>	<u>87,888</u>	<u>75,945</u>	<u>67,149</u>
Total	\$111,664	\$218,576	\$102,894	\$91,627	\$57,779

^{1/} After eliminating revenues from non-recurring pipeline construction materials.

(c) An estimate in detail of the total operating revenue that should be assigned to the line proposed to be abandoned and a statement of the reasons for such assignment.

Answer: Revenues assignable to the branch over

Originating or Terminating

	<u>1962</u>	<u>1963</u>	<u>1964/</u>	<u>1965</u>	<u>5 Mo.</u> <u>1970</u>
Freight	\$10,818	\$23,313	\$15,006	\$15,563	\$10,630

L/ After eliminating revenues from non-income pipeline construction materials.

(d) The expense of operating the line proposed to be abandoned, stated by appropriate primary accounts, actual so far as possible and otherwise approximated, with a full statement of the method used.

Answer: The expense of operating the line proposed to be abandoned was as follows:

<u>Acct. No.</u>	<u>Description</u>	<u>Year 1957</u>	<u>Year 1963</u>	<u>Year 1964/</u>	<u>Year 1965</u>	<u>5 Mo. 1970</u>
<u>Maintenance of Way & Structures</u>						
202	Roadway Maintenance					
	asphalt	\$10,947	\$10,919	\$10,819	6,677	\$ 2,031
206	Tunnels &					
	Subways	-	104	104	"	"
208	Bridges, Trestles					
	& Culverts	246	229	128	415	445
212	Ties	3,473	1,497	1,497	342	-
218	Ballast	116	258	258	593	-
220	Track Laying					
	& Surfacing	21,006	20,182	20,289	14,365	5,393
221	Fences, Barn-					
	sheds & Signs	4,364	1,390	2,380	2,608	1,163
227	Stations &					
	Office Buildings	-	693	693	-	-
249	Signals & Inter-					
	lockages	304	360	360	351	187
272	Removing Snow,					
	Ice & Sand	-	104	104	254	962
273	Public Improve-					
	ments, Mainten-					
	ance	-	61	61	33	45
277	Employees' Health					
	& Welfare	1,108	1,358	1,258	900	451
	Total	\$42,634	\$39,071	\$19,571	\$20,642	\$10,645

Item No.	Description	Year 1963	Year 1964	Year 1965	Year 1966	Year 1967
<u>Maintenance of Equipment</u>						
170	Locomotive Repairs & Depreciation	\$ 6,037	\$ 7,501	\$ 7,601	\$ 9,376	\$ 9,452
171	Straight Train Repair & Depreciation	6,148	11,631	7,495	7,199	9,113
	Total	116,765	116,852	116,276	115,950	122,571
<u>Maintenance of Rail Lines</u>						
172	Station Supplies	513,418	514,711	514,511	515,161	517,510
173	Station Supplies & Expenses	1,398	1,182	1,182	1,373	543
174	Train Maintenance	11,292	11,567	11,987	14,623	6,281
175	Train Fuel	3,499	4,679	4,079	4,205	1,771
176	Rates for Train Locomotives	29	26	26	26	26
177	Railroads for Train Locomotives	498	238	238	283	276
178	Other Supplies for Train Locomotives	29	79	79	161	42
179	Engineroom Expenses-Train	3,855	3,664	3,694	3,714	1,538
180	Signal & Interlocking Operation	364	360	360	161	187
181	Employees' Health & Welfare	1,035	1,337	1,277	1,324	639
	Total	535,274	539,779	516,776	541,517	516,736
<u>Income Accounts - Total</u>						
532	Railway Tax Accruals (Payroll Tax Only)	\$ 5,643	\$ 5,937	\$ 5,937	\$ 5,168	\$ 2,541
	GRAND TOTAL PAYROLL \$101,410 + 98,147 = \$199,557 = 49,095					

IV After eliminating estimated costs of handling and transporting pipeline construction materials.

The expenses shown under "Maintenance of Way and Structures," Accounts 122 through 273 represent actual expenditures for maintaining the line proposed to be abandoned. Account 277 reflects the proportionate share of Health and Welfare payment incurred by applicant for employees engaged in maintaining the trackage.

The expenses under "Maintenance of Equipment," Account 311-311, Locomotive Repairs and Depreciation, were computed by applying the system average cost of locomotive repairs per unit mile for the type of locomotive used and the system average depreciation per unit miles actually operated on the line proposed to be abandoned. Accounts 314-311, Freight Train Car Repairs and Depreciation, were computed by applying the system average of freight train car expense per serviceable car day to the number of days the cars were detained on the line for loading and unloading.

"Transportation - Rail Line," Accounts 373 and 376, represent actual expenditures for providing station service at the agency stations. Accounts 381-401 represent actual payments to train crews for operating on the line proposed to be abandoned. Accounts 394, 397, 398, 399, and 400 were computed by applying system locomotive unit mile costs to the locomotive unit miles actually operated over the line proposed to be abandoned. Account 404 represents actual segment fares. Account 409 reflects the proportionate share of Health and Welfare payments incurred by applicant for employees engaged in station and train service.

The expenses shown under "Maintenance of Way and Structures," Accounts 311 through 313 represent actual expenditures for maintaining the line proposed to be abandoned. Account 317 reflects the proportionate share of Health and Welfare payment incurred by applicant for employees engaged in maintaining the trackage.

The expenses under "Maintenance of Equipment," Accounts 311-311, Locomotive Repair and Depreciation, were computed by applying the system average cost of locomotive repairs per unit mile for the type of locomotive used and the system average depreciation per unit miles actually operated on the line proposed to be abandoned. Accounts 314-311, Freight Train Car Repairs and Depreciation, were computed by applying the system average of freight train car expense per serviceable car day to the number of days the cars were detained on the line for loading and unloading.

"Transportation - Rail Line," Accounts 373 and 374, represent actual expenditures for providing station service at the agency stations. Accounts 392-401 represent actual payments to train crews for operating on the line proposed to be abandoned. Accounts 394, 397, 398, 399, and 400 were computed by applying system locomotive unit mile costs to the locomotive unit miles actually operated over the line proposed to be abandoned. Account 401 represents actual expenditures. Account 407 reflects the proportionate share of Health and Welfare payments incurred by applicant for employees engaged in station and train service.

Account 302, Finance Account - Public, reflects net
PD.1 taxes levied by applicant applicable to liner traffic
for the line.

(e) Follow the accounts with method of computation.

Answer: Follow the accounts, at valence taxes only,
for the pooled share areas.

Country	Year	Year	Year	S. Tax.
	1951	1952	1953	1954
Dr. Franklin	\$ 3,670	\$ 3,128	\$ 3,588	\$ 3,142
Madison	1,218	18,125	3,472	2,578
Gallique	5,629	6,352	7,225	3,415
Cape Girardeau	431	450	511	328
Total	324,674	335,763	325,110	319,376

/ Computed at 1/70 of 1954 rates.

The above taxes do not include taxes on rolling stock.

(f) Other items covering how the applicant's line
account and assignable to the line proposed to be abandoned,
with methods of assignment.

Answer: None.

(g) The costs of moving the traffic on the line proposed
to be abandoned beyond the limits of said line or other parts
of the applicant's line, with method of determination.

Answer: It is estimated that the out-of-pocket cost
of moving traffic beyond the limits of the line to be abandoned
is 10 percent of the revenue assignable to the portion of the
line beyond such limits.

Question 14: (g) If the applicant's line is operated
as part of a system under common control and management, a
statement for the next period as required in paragraph (i)
showing the effect of the proposed abandonment on the net
railway operating income of the system and the unit numbers
thereof. This statement should show the revenues according to
the system and the unit numbers from traffic moving to and from
the line proposed to be abandoned and the costs of handling such
traffic. The method of determining such costs also should be
shown.

Answer: Revenues relating to unit members of the system from traffic moving to and from the lines are as follows:

	<u>1963</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>
Missouri Pacific					
Beyond Line to be Abandoned 2/	\$97,546	\$165,363	\$17,482	\$15,945	\$67,149
Lines System					
Lines	<u>53</u>	<u>14,136</u>	<u>794</u>	<u>4,023</u>	<u>1,673</u>
Total	<u>997,991</u>	<u>\$209,495</u>	<u>\$98,682</u>	<u>\$79,970</u>	<u>\$18,822</u>

1/ After eliminating revenues from non-recurring pipeline construction materials.

2/ Also shown in answer to Question 14(1)(b), Item (b).

The net effect on the system from the proposed abandonment would have been as follows:

	<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>
Branch Lines					
Revenues	\$ 13,818	\$ 23,213	\$ 13,006	\$ 15,682	\$ 10,610
Remainder of System Revenues	<u>97,991</u>	<u>209,495</u>	<u>88,682</u>	<u>79,970</u>	<u>48,872</u>
Total	<u>\$111,719</u>	<u>\$232,706</u>	<u>\$101,688</u>	<u>\$99,652</u>	<u>\$59,482</u>
Cost of Maintenance and Operation - Branch 3/					
Cost of Handling on Remainder of System 3/	<u>48,951</u>	<u>104,747</u>	<u>44,341</u>	<u>39,985</u>	<u>24,611</u>
Total System Costs	<u>\$173,972</u>	<u>\$233,200</u>	<u>\$168,246</u>	<u>\$154,770</u>	<u>\$73,266</u>

Net System Gain from Abandonment \$2,253 + (498) + 64,538 + 59,118 + 15,814

Note: () represents negative figure.

1/ After eliminating revenues and expenses from non-recurring pipeline construction materials.

2/ Includes costs shown in Answer 14(1)(d) and taxes shown in Answer 14(1)(e).

3/ It is estimated that costs of handling such traffic is 50 percent of the revenue relating to the system lines.

Question 14: If the volume of freight or passenger traffic on the line has decreased during recent years, any reasons therefor.

Answer: The volume of traffic has decreased from 1,434 carloads originating or terminating on the line in 1960 to 475 carloads in 1969. During the past six years this carload traffic has averaged only 2 carloads per day based on 304 operating days per year. The traffic decline was the result, in part, of the closing and dismantling of the old National Lead Company mining and ore refining facility at Fredericksburg. Availability of good highways and truck service has also contributed to the general rail traffic decline in the area.

Question 15: If the line is operated as a joint facility, and abandonment of the applicant's operation only is proposed, state fully the facts as to operation by others and the extent to which it will supply the place of operation it is proposed to abandon.

Answer: The line is not operated as a joint facility.

Question 16: Since what effort has been made to dispose of the line so as to insure its continued operation, and what, if any, transportation service will remain or may be substituted for that proposed to be discontinued.

Answer: No effort has been made to dispose of the line sought to be abandoned as it is not considered possible to continue its operation except at a loss.

Question 17: A summary statement of the reasons for the application.

Answer: The line sought to be abandoned has, for a number of years, failed to produce sufficient traffic to permit a profitable operation with a normal branch line maintenance of way program, or even with an austerity program, instituted

several years ago, under which arrangement several mines have been sold as a nucleus in order to realize as much as possible the current operating losses. At present the marketing agent, a substantial amount of coal has been sold and several which will require heavy expenditures in the near future which are not reimbursed by the buyer for service.

In 1948 an application for extension of this line was filed, but was withdrawn when representations were made that the new land mine independently of the previous extension of Production was to be developed by the original coal mining company. It should be recalled that some heretofore unnamed individuals that were then sent placed in position, and without any written or oral communication expectation that they would be called any time in the foreseeable future. It was agreed that the compensation from the mine would be retained by the company for all payment. If the development of this line is authorized, the compensation would readily be traced and paid on applicant's line elsewhere in the general area if the mine is eventually worked.

In general, the coal trafficking potential of the area served by the line gives no encouragement for a future profitable operation, nor justification for the substantial expenditures necessary to keep it in operation.

Very respectfully yours truly,

JOHN SWEENEY MINE AND COAL COMPANY

K. R. S.
John R. Sweeny
President

STATEMENT OF

State of Missouri :
City of St. Louis :

John W. Lloyd makes oath and says that he is Executive Vice President of the Missouri Pacific Railroad Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing Return to Questionnaire in Picture Letter dated [REDACTED]; that he has carefully examined all of the statements contained in in said Return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in such Return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information and belief.


John W. Lloyd

Subscribed and sworn to before me, a Notary Public
within and for the state and city aforesaid, this 10th day of
November, 1974.


R. C. Adams

(SEAL)

My commission expires September 18, 1974.